

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Issued by the Department of Transportation
on the 23rd day of July, 1996

SERVED July 29, 1996

**U.S.-THAILAND ALL-CARGO FREQUENCY
ALLOCATION PROCEEDING**

Docket OST 96-1496

ORDER ON RECONSIDERATION

By Order 96-7-1, served July 8, 1996, the Department instituted the **U.S.-Thailand All-Cargo Frequency Allocation Proceeding**, Docket OST 96-1496, to decide which U.S. carriers should be authorized and allocated frequencies to provide scheduled all-cargo service between the United States and Thailand, and what route authority should be awarded in conjunction with any frequency allocation.

On July 10, 1996, Federal Express Corporation filed a petition for reconsideration or clarification of Order 96-7-1. In support of its request Federal Express states that the level of detail requested in paragraph 2 "Applicant Evidence (Direct Exhibits)" of Order 96-7-1 would require such detail that Federal Express would have to produce data for well over 4,000 individual markets, and that such level of detail would be of no probative value to the record in this proceeding. No answers to Federal Express' petition were filed.

Upon reconsideration, we agree that the request in Order 96-7-1 should be modified, and we have decided to amend paragraph 2 of the Applicant's Evidence Request to produce a record that should conform in its level of detail with other recent proceedings of this nature. Also, we have decided that it is unnecessary to have data provided on a service segment basis, or to require revenue ton miles in addition to forecasts of tons. We see these modifications as reducing the burden on the parties to this proceeding while still leaving us with an adequate record for decision.

ACCORDINGLY,

1. We grant the petition of Federal Express Corporation for reconsideration and clarification of Order 96-7-1,
2. Upon reconsideration, we amend paragraph 2 of the Applicant Evidence (Direct Exhibits) of Order 96-7-1 as follows:

"2. Based on the proposed schedules, a cargo traffic forecast (revenue tons), by direction, for the proposed U.S.-Thailand single-carrier services, indicating the data source of all traffic projections.¹ This should include separate traffic estimates for:² (a) single-plane U.S.-Thailand, single-plane U.S.-third country, and single-plane third-country-Thailand traffic to be carried; (b) behind-gateway traffic (excluding single-plane traffic) (*i.e.* U.S.-Thailand; U.S.-third country), by direction, that the applicant expects to flow over the proposed U.S. gateway(s) or any single-plane behind gateway points to be served, and the source of such estimates; (c) any third country-Thailand traffic which would be carried on the proposed service (*e.g.* South America-Thailand); and (d) any third country - third country traffic that would be carried on the proposed service (*e.g.* South America-other Southeast Asia points via Thailand).³ Forecasts should also specify the capacity

¹ Applicants should specify the payload capacity used based on the stage lengths and full routings involved in determining the estimates.

² The base year for traffic forecasting purposes should be the twelve months ended December 31, 1995. The forecast year is the twelve months ending December 31, 1997.

³ For example, should an applicant propose the following single-plane service pattern: Portland-Anchorage-Seoul-Bangkok-Singapore, we would expect traffic (tons carrier) on this service to be reported separately as follows (westbound direction--reverse the markets for eastbound traffic):

Portland-Seoul
Anchorage-Seoul
Portland-Bangkok
Anchorage-Bangkok
Portland-Singapore
Anchorage-Singapore
Seoul-Bangkok
Seoul-Singapore
Total all other U.S. cities-Seoul
Total all other U.S. cities-Bangkok
Total all other U.S. cities-Singapore
Total third country-Seoul
Total third country-Bangkok
Total third country-Singapore

available on the proposed services for U.S.-Thailand and U.S.-third country, third country-Thailand, and third country-third country traffic and the percentage of express/small package and general air freight expected to be carried. If mail is expected to be carried, this should also be shown separately." and

3. We will serve this order on Air Micronesia, Inc.; Federal Express Corporation; Northwest Airlines, Inc.; Polar Air Cargo, Inc.; United Parcel Service Co; the Ambassador of the Kingdom of Thailand in Washington, D.C.; and the Department of State (Office of Aviation Negotiations).

By:

Charles A. Hunnicutt
Assistant Secretary for Aviation
and International Affairs

(SEAL)

*An electronic version of this document is available
on the World Wide Web at
<http://www.dot.gov/dotinfo/general/orders/aviation.html>*

Total third country-Total other third country